

to refer to his praiseworthy conduct in being instrumental in saving the crew of the Chilian vessel of war, the *Monteguedo*, that came near being lost. By his exertions, seconded as they were by the officers of H. B. M. ship *Fly*, they were rescued from a watery grave. It gave me great pleasure some time afterwards to receive the highly complimentary notice of it by the Hon. J. K. Paulding, then Secretary of the Navy, which will be found included in Appendix XXXIV.

On the 17th of May, the United States' ship *Falmouth*, Captain M'Keever, arrived from Callao; and it is with much satisfaction and pleasure I refer to my meeting and acquaintance with this officer, whose liberal views, and the aid rendered the Expedition, were of essential service in forwarding our duties. The manner in which the aid was given, rendered it doubly welcome.

As before mentioned, the *Flying-Fish* arrived on the 19th, having left Orange Harbour on the 28th of April, in company with the *Sea-Gull*. At midnight, the *Sea-Gull* was last seen. Shortly afterwards, it began to blow in strong squalls, and rapidly increased to a gale; by half-past eight of the 29th, it was "blowing furiously." At one o'clock, False Cape Horn was made under the lee, when Passed Midshipman Knox determined to run for a harbour. At 4 p. m. they anchored under the south point of Scapenham Bay, where they dragged their anchors, and were obliged to remove to Orange Bay. There they anchored, and rode out the remainder of the gale, which lasted with violence until the morning of the 1st of May, on which day they again took their departure, and shortly afterwards fell in with a whaler, who seemed not a little surprised to find a New York pilot-boat off the Cape, and to have an interrogatory put to him, to know if he wanted a Cape pilot.

Although I felt some uneasiness about the *Sea-Gull*, I did not apprehend that she had met with accident. The time that has since elapsed, and the careful search that was made, leaves no doubt of her loss, and a strong belief that all on board perished in that gale. Nothing since that time has been heard of her. How, or in what way, disaster happened to her, it is impossible to conjecture. I had the greatest confidence in the officers who had charge of her; they were both well acquainted with the management of the vessel. Their loss and that of the vessel, were a great disadvantage to the Expedition, which was felt by me during the remainder of the cruise, these vessels being well calculated for the southern seas, particularly in the low latitudes, though much exposed in boisterous weather.

They were principally intended to be engaged with the boats in surveying operations, and were well adapted to that service.